

AIRPORTS AND AIRFIELDS

DRAFT

The Lincoln Municipal Airport is the principal airport facility serving the Lincoln Metropolitan Area, ~~and Lancaster County, and a significant portion of the region in the southeast area of the State.~~ It is operated by the Lincoln Airport Authority. This facility provides a wide range of services to this region and provides essential transportation links to national and international markets. The Airport is located in the northwest part of the City of Lincoln with surface access provided by Interstate and State highways. In the transportation planning process, the ground transportation issues were evaluated. The Plan will continue to provide for a high level of access to the Airport terminal and associated facilities.

The City of Lincoln's Airport Environs Noise District and Airport Zoning Regulations have been established to ensure the balance between the airport operations and the surrounding land uses. ~~These~~ regulations govern land uses and structural characteristics compatible with the airport's operations ~~to and~~ minimize negative impacts on surrounding residents and to protect the airspace around the airport. The Lincoln Airport Authority has assessed the existing and future noise impacts, and accordingly developed noise contours for the Airport ~~environment~~ environs in a Part 150 Airport Noise Compatible Compatibility Planning Study. The ~~Airport noise exposure and land use study on the compatibility of airport noise and land uses~~ was completed in September, 2003. This study proposed program allows measures ~~to be undertaken to provide an improved noise compatibility program~~ to reduce noise and non-compatible land uses. ~~The Lincoln Airport Authority has assessed the existing and future noise impacts, noise contours for the Airport environment in a Part 150 Airport Noise Compatible Planning Study.~~ The Comprehensive Plan will use information from the Part 150 Study to guide land use planning throughout the airport environs.

Strategies: Assess the Existing and Future Noise Impacts

- The Lincoln Airport F.A.R. Part 150 Noise Compatibility Study, was completed in 2003 and is ~~an approved Subarea Plan~~ part of the Comprehensive Plan. Recommendations of the Study ~~should~~ may be implemented over time.
- Maintain compatible land uses and zoning within the 60 DNL and 75 DNL noise contour line.

Future Considerations

The Lincoln Airport provides essential commercial air service for the region as well as a wide variety of general aviation services to the local community. As the City of Lincoln continues to grow to the north and west, it will ultimately surround the airport. To help protect and to keep the airspace around the airport safe, and secure, the Airport Zoning Regulations ordinance will become increasingly important. To ensure that future developments are aware of their proximity to the airport and the noise issues are appropriately addressed the Airport Environs Noise District ordinance and the recommendations of the Airport Noise Compatibility Study will become very important. In order to ensure that the future development and land uses are compatible with the existing airport and its functions, following the Airport West Subarea Plan will be necessary.

- The Airport West Subarea Plan was approved in 2005 and was amended into the 2025 Comprehensive Plan. Elements of the Plan may be pursued for implementation over time.
- As a follow-on study to the Airport West Subarea Plan, additional transportation corridors around the airport, especially to the north, may be considered.
- Other future considerations include redevelopment of the Lincoln Airpark West for a variety of uses including the development of sites for rail accessible warehousing and the opportunities for air-rail-truck freight operations. While these potential developments can make the airport into an intermodal transportation hub, attention will need to be focused on mitigating conflicts between the different freight operations.
- Improving convenience of traffic circulation around the Airport would require implementation of a "loop" roadway.
- As the Airport continues to expand services to the area it may be necessary to provide mass transit from regional providers.

- As Airport services and amenities continue to expand, implementation of a strategic plan to improve access to and from the Airport will be necessary.
- As an integral part of the community the Airport needs to function as a major Transportation Hub.

Airfields

Smaller private airports and airfields are also located throughout the County. Airfields are limited by local ordinance to use by the residents of a single family home with not more than one plane. The ~~Plan~~ Federal Aviation Administration encourages a ~~continued~~ continuous monitoring of private air facilities and discourages the location of airfields within close proximity to homes, schools, and hospitals. The monitoring of these facilities is not only to protect ~~or other~~ areas potentially sensitive to noise., but also to provide safety and security of air space around these private airports and airfields.